

Hawaii's Response to Climate Change

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Hawaii's Response to Climate Change



The Paris Agreement

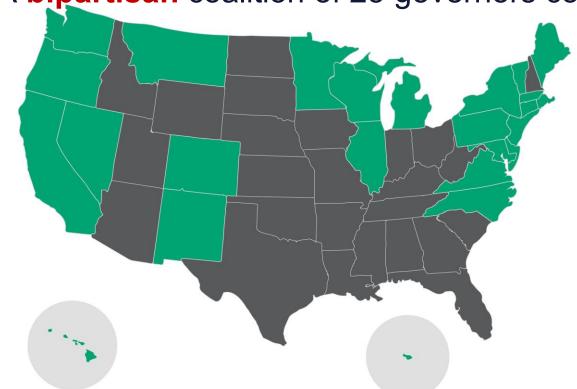
2016: 197 countries agree to limit global temperature rise below 2°C.



the Climate Change Commission. 2018: State of Hawaii has ambitious goals—to become Carbon Neutral by 2045.

United States Climate Alliance

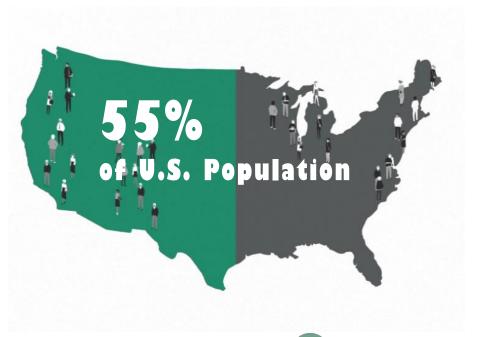
A bipartisan coalition of 25 governors committed to uphold the Paris Agreement



Alliance States commit to:

- 1. Reduce GHGs by at least 26-28 percent below 2005 levels by 2025;
- 2. Track and report progress; and
- 3. Accelerate implementation of existing and new policies.





40%

U.S. GHG

EMISSIONS





\$11.7 TRILLION

IN U.S. GDP





836 MILLION ACRES

Transportation Emissions in Alliance States

Table 3 - Aggregate GHG Emissions from Alliance States, million metric tons CO2e					
Sector	2005	2017	2020	2025	2030
Transportation	1,028	929	908	863 to 871	815 to 842
Electricity	854	596	574	463 to 513	408 to 495
Residential	258	215	215	202	191
Commercial	147	147	151	146	143
Industrial	369	324	345	344	337
HFCs	43	98	97 to 110	77 to 120	49 to 125
Agriculture	183	205	210	216	222
Fugitive and Process Emissions from Oil & Gas Operations and Coal Mining	49	58	57 to 58	55 to 60	58 to 64
Other Industrial Processes and Product Use	64	42	40	35	33
Waste	64	51	46	40	35

1. Speak with a Unified Voice



"Our most important job as governors is ensuring the safety of our constituents. So when we face a threat to people's livelihood and way of life, showing leadership means acknowledging the risk and addressing it. Climate change hits Democrats and Republicans alike, and we need to work together, despite our differences, to stop it."

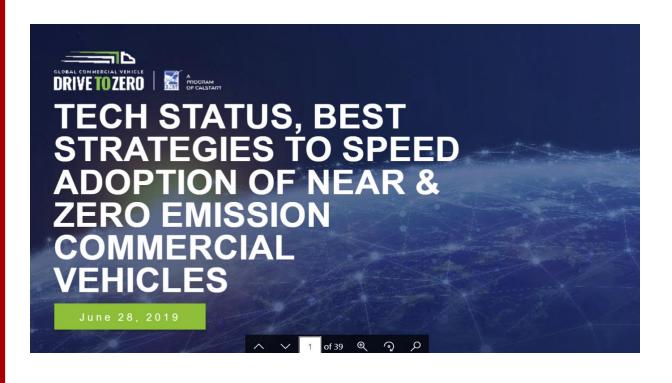
Larry Hogan, a Republican, is governor of Maryland. Ralph Northam, a Democrat, is governor of Virginia. They are members of the U.S. Climate Alliance.

The New York Times

24 Governors Call on Trump to Halt Rollback on Rules for Clean Cars



HDV - Policy Series and Case Study

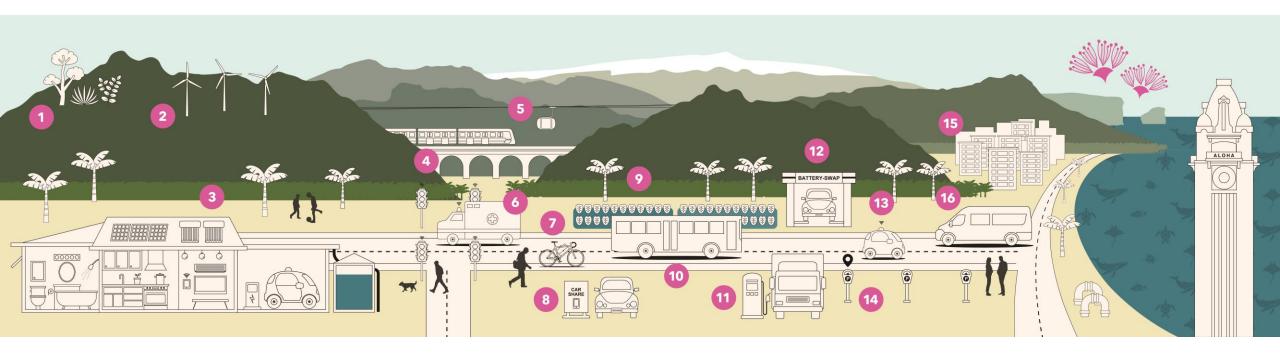


- Incentive and Pricing Programs
- Pilot and Demonstration Programs
- Government Targets and Goals
- Utilizing Volkswagen Settlement Funds
- Promoting Low-Carbon Fuel Sources
- Collaborative State Planning to Install Necessary Charging Infrastructure



Hawaii's Transportation Actions





2015 Greenhouse Gas (GHG) Emissions by Top Sectors and Categories

Emissions (MMT)	Sector/Category	Notes
7.06	Energy/Energy Industries	Electric Power Plants and Refineries
5.64	Energy/Ground Transportation	
5.23	Energy/Other Transportation	Including domestic marine (0.39) and aviation (3.23); international marine (0.10) and aviation (1.51)
4.98	Everything Else Source: DOH 2018, GHG Technical Su	 Industrial Processes and Product Use Agriculture, Forestry, and Other Land Uses

Climate Change Commission: Two pronged approach



Adaptation



& Greenhouse Gas Sequestration Taskforce: makes three!



Mitigation





Ground Transportation Emissions Mitigation The Climate Commission's statement from November 27, 2018:

Carbon Pricing. While the specific mechanisms behind a carbon fee program are not yet outlined, the Commission emphasizes the urgent need for such a program, and supports legislation that endeavors to establish one, but also recognizes that any carbon pricing mechanism: ☐ Must be equitable, and appropriate for the people of Hawaii. ☐ Must demonstrate how this is a critical policy tool to protect the future—of Hawaii's keiki and 'āina. ☐ Must be adequate to change behavior.

Along with the following supportive actions:

PSA Campaign. Partner with counties and local organizations to develop and undertake a multi-year educational/public service announcement (PSA) campaign to address the link between the need for a price on carbon and highlighting the importance of clean transportation in Hawaii—which will increase quality of life, and address climate change impacts by decreasing congestion, commute time and costs, and emissions.

Parking policies and management. Explore and develop statewide polices and partner with counties to modernize parking policies and parking management, which will reduce overall emissions, congestion and vehicle miles travelled (VMT) from driving, and increase biking, walking, and transit use, to achieve State goals.



Fleet transition. Transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment.

Clean up existing laws. Amend laws, such as the state procurement laws, to better align them with clean transportation priorities.





Fleet Tools

Transform State and county fleets to address VMT reduction, congestion, and emissions—especially through electrification, renewable fuels, carshare, and supporting infrastructure development and deployment.

--from Commission's Statement, Nov 2018

- Alternative vehicle assessments to help departments make decisions on vehicle replacement (for car swap out)
- Fleet analysis (for the full fleet)





Total # of Parking Spaces Accounted For: 35K+

Data Category

State Lots (Public and Employee)

HCDA-Owned

Public Libraries

State Parks

State Small Boat Harbors

Airports

Public Schools

Other DLNR (Baseyards, etc.)

Post-Secondary Institutions

Hospitals

Source

Department of Accounting and General Services (DAGS)

Hawaii Office of Planning (OP)

Division of State Parks (DLNR-DSP)

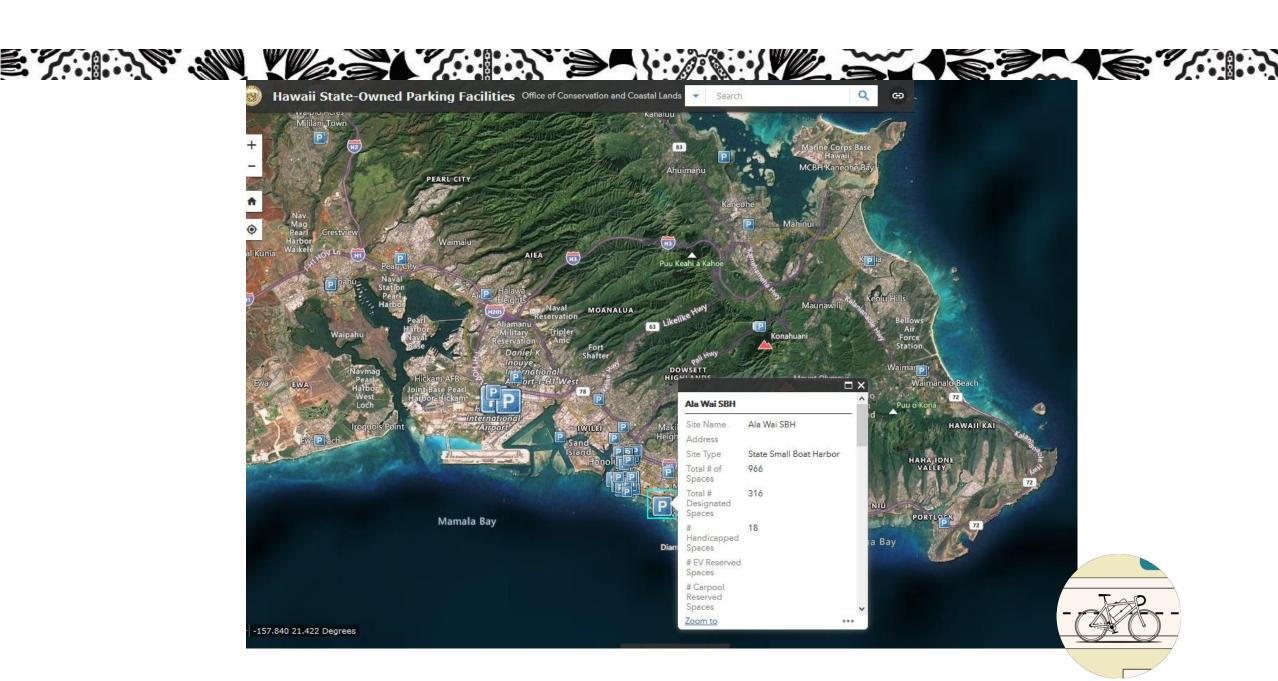
Division of Boating and Ocean

Recreation (DLNR-DOBOR)

Hawaii Community Development Authority (HCDA)

Hawaii Department of Planning and Permitting (DPP)





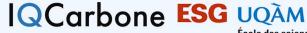


Subnational Efforts to Reduce Transportation Emissions in North America

COP25 – Blue Zone, Area 4, Room 2 Thursday, December 12, 2019 (15:00 – 16:30 CET)













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